TWO CORDLESS ACTIVATING CHARGERS ACTUATING ONE ANOTHER ABOUT VEHICLES AND PERFORMING THE ACTIVATION OF OTHER DEVICES ALSO

CROSS-REFERENCE TO RELATED APPLICATIONS

[0001] This application is a continuation-in-part of application serial number **09/503,919,** filed on February **11, 2000,** now abandoned which is a continuation-in-part of application serial number **08/980,485** filed on November **28,1997** now abandoned and application serial number **08/390,484** filed on February, **17, 1995,** now abandoned.

BACKGROUND OF THE INVENTION

[0002] 1. Field of the Invention

The present invention relates to energy and specifically to public utilities, vehicles, computers, televisions, refrigerators, electric ranges, air conditioners, motorized-wheelchairs, backup systems for the **Patent Office (PTO)** even Hospitals, houses, condominiums, Banks, Generating Stations, or Substations. The above **Cordless Activating Energy (CAE),** however, can save thousands of dollars yearly in maintenance cost for **U.S.** organizations. While safety and environmental concerns each of which is an important issue, a **CAE Electric powered locomotive** will provide **CAE** concerning its load. On earth, only one nation will be generating **Giant CAE Systems,** namely, **THE UNITED STATES OF AMERICA.**

[0003] 2. Description of the Prior Art

[0004] **Two Cordless Actuating Battery Systems** actuating one another, and performing the activation on other devices each of which is a revolutionary 21st. Century reality, such that **AMERICA** will not have to depend on foreign oil.

SUMMARY OF THE INVENTION

[0005] Accordingly, one object about this present invention is to provide dual cordless activating chargers for vehicles such as, Automobiles, Trucks, tractors, "Motorboats," ships, Aircrafts, Buses, Motorcycles, Scooters, Forklifts, Electric Jacks, Fire Fighting Apparatuses and Snow Removal Equipment.

[0006] Nevertheless, to accomplish the foregoing, and other objects, two cordless battery chargers actuating one another in a vehicle, other vehicles and performing the actuation in other devices comprises: dual conventional battery chargers, a first **2.5A** battery charger defining **96** percent efficiency, a second **2.5A** charger having the **96** percent efficiency also, a first switch, thereby, mounted about the first charger for placement of a user's finger, there actuated by depressing a surface, and a second switch activated, when the surface is, thereby depressed: activating the first, and second chargers simultaneously, the first and second switches in a column of the vehicle also, a buck-mode switching regulator **IC1** thereby controlling the first and second switches; the **IC1** having a charge pump for including a positive gate-drive voltage of the first and second switches, a battery charging current by way of a voltage across a **25-Mohms** resistor **(R3),** and is amplified via an op amp including positive-voltage feedback to the **IC1,** a chip for maintaining the charging current at **2.5-A,** a circuit for supplying the current to a separate load up to a limit set by a current-sense transformer **T1** and a sense resistor **R1** for improving efficiency, thereby lowering power dissipation in the resistor **R1** when charging. The transformer **T1** turns ratio **(1:70)** routes **1/70** via the total battery-plus-load current about the resistor **R1.** The transformer **T1** defining the feedback voltage to enable the **IC1** to limit the overall current to a level compatible with the external components, which is a **100mV current-limit** threshold.

[0007] According to another object regarding the invention, a pair of cordless battery operated actuating chargers activating one another in a vehicle, other vehicles, and thereby performing the activation of many devices comprises: a first charger actuating a second charger whereby the second charger performing the activation about the first charger, when a surface about a first, and second power switch is depressed, a first **DC-AC** converter for changing **DC** current to alternating current, a second **DC-AC** converter for fixing the **DC** current to the alternating current, a first **AC** adaptor, thereby coupling the first charger to the second converter, a second **AC** adaptor for coupling the second charger to the first converter, when the first and second chargers thereby including full charged energy: activating one another by the first and second switches, a first battery cartridge for renewing life of a first battery, a second battery cartridge for restoring the life of a second battery, a first six cell feeder having six penetrable seals for conveying an ionic conductor, where upon penetration, six battery cells are renewed to the first battery, a second six cell feeder about six penetrable seals for bearing the ionic conductor, where upon penetration, six battery cells are replenished about the second battery. The vehicle having a motor mounted adjacent the first and second chargers. The motor having a polarized plug. The first and second chargers performing the activation of the motor, when the plug is connected to the first converter. The first and second chargers performing the actuation about the motor and starting the vehicle. The batteries are connected to an alternator for its belt and pulley to spin **60 cps/60 Hz** by way of the motor. The first, and second chargers performing the activation of the motor, and thereby activating one another. The first and second chargers performing the actuation about one another when the motor is thereby turned off. The first and second chargers, thereby, activate the other vehicles in the air, upon earth, and in the water. The first and second chargers performing the actuation about the other devices in

homes, condominiums, Hospitals, housings, Air Ports, offices and Generating Stations/Substations. The first, and second chargers actuating computers, televisions and refrigerators. The first and second chargers activating cordless escalators at Air Ports. The first and second chargers activating snow removal machines, fire trucks and electric wheelchairs. The first and second chargers, thereby performing the activation of satellites, and systems for interception of missals. The first, and second chargers connected through series-parallel are equal to the sum of the power values consumed about each load. The cartridges having a **LED,** and resistors to actuate a first and second gear motor, the life is restored when the gear motors free the ionic conductors. The first and second chargers activate backup systems for, thereby preventing the loss of data regarding computers under fault conditions.

BRIEF DESCRIPTION OF THE DRAWINGS

[0008] Further objects and advantages given herewith of the present invention will become apparent via the drawings, and the preferred embodiments concerning the description herein.

[0009] **FIG. 1** is a view of two cordless activating chargers actuating one another, and activating other devices as well;

[0010] **FIG. 2** is a block diagram simplifying the first **2.5A** cordless activating charger;

[0011] **FIG. 3** is a block diagram simplifying the other **2.5A** cordless activating charger;

[0012] **FIG. 4** is a perspective view of an electric vehicle, and a polarized plug connected to a first converter;

[0013] **FIG. 5** is a cut surface of a first battery cartridge and its six cell feeder for distributing restorable agents;

[0014] **FIG. 6** is a cut surface of a second cartridge having its six cell feeder for distributing restorable agents also;

[0015] **FIGS. 7, 7F, 7G, 7H** have a block diagram of a light-actuated circuit, a **LED 0,** a load circuit and an alternator;

[0016] **FIGS. 8-8G** are views about an air conditioner and an

electric range connected with the cordless actuating system;

[0017] **FIG. 9** is a block diagram defining a **PWM** Controller;

[0018] **FIGS. 10-10G** define a view of a television connected with the charging system, and a block diagram via a Circuit;

[0019] **FIG. 11** is a view of a computer comprising a printer each of which is connected to the cordless actuating system;

[0020] **FIGS. 12-12G** are block diagrams of a modal including two switches and the activating system.

DESCRIPTION OF THE PREFERRED EMBODIMENTS

[0021] Referring to **FIG. 1,** dual conventional **2.5-A** battery chargers **H1** to **H2** charges one another, as two **LEDs Ra** and **Rb** emit light about the chargers **H1-H2.** The charger **H1** defines a battery **B1,** and the charger **H2** includes a battery **B2** about the **2.5 A** activating circuits **H1-H2** shown in **FIGS. 2-3.** The chargers **H1-H2** deliver **2.5 A** with efficiency, as high, as **96** percent, since battery chargers are usually designed without regard for efficiency, seeing that the heat generated by low efficiency chargers will present a problem. A heat current-mode **P.W.M.** controller is a multi-input open-loop comparator that sums three signals: output voltage error signal via the reference voltage, current-sense signal, and slope compensation ramp **(FIG. 9).** The **PWM** controller is a direct summing, thereby lacking a traditional error amplifier, and the phase shift associated with it. The direct summing configuration, however, approaches the ideal of cycle-by-cycle control over the output voltage.

[0022] Under heavy loads, this controller operates via full **PWM** mode. Thus, each pulse from an oscillator sets the main **PWM** latch, which turns on its high-side switch for a period, thereby, determined via the duty factor (approximately VOUT/VIN). Since the high-switch turns off, a synchronous rectifier latch is now set. **60ns** later its low-side switch turns on, and stays on until the beginning of the next clock cycle (via continuous mode), or until its inductor current crosses

zero (in discontinuous mode). Under fault conditions, where the inductor current, thereby, exceeds a **100mV** current-limit threshold, the high-side latch resets, whereby the high-side switch turns off. As one charger **H1** can charge a battery of one to six cells **N2-N7,** by operating from a vehicle battery, these chargers **H1-H2** can charge their batteries **B1-B2,** while operating from an electric vehicle and not exceed the **100mV.**

[0023] Further, the charger **H1** having a **DC-AC** converter **V1,** which defines a plug **P1** to fit an output outlet **O1** about the charger **H1.** A **DC-AC** converter **V2** has a plug **P2** in an output outlet **O2** upon the charger **H2.** This system causes each **12 V** battery **B1** to **B2** to charge one another by a battery-charging current, which develops a voltage across a **25-Mohms** resistor **R3 (FIGS. 2-3).** Now, an **AC** adapter **A1** fits a charger jack **1** by a mail plug **M1** upon the charger **H1.** As the adapter portion **A1** plugs in the converter **V2,** the charger **H2** now outputs current that chargers the battery **B1.** This is accomplished, only when an **AC** adapter **A2** fits a charger jack **C** by use of a plug **M2** on the charger **H2,** since the adapter **A2** plugs in the converter **V1.** As the charger **H1** is charging the battery **B2,** the output outlet **O1** upon the charger **H1** outputs **12V DC** current which the converter **V1** converts to alternating current. The current flows through this adapter **A2,** its lead, and the plug **M2** via the charger jack **C.** This charges the battery **B2** whereby, the charger **H2** is likewise charging battery **B1.**

[0024] Referring to **FIGS. 12-12G,** two switches **7a** to **8a** are in **FIG. 7F** for actuating a motor **M** of a vehicle. A controller **60** of the vehicle has a **CPU 90** for actuating each switch **7a-8a** as two transistors **Q3-Q4** are triggered. A coil of two relays **Y** and **MR** each of which is hot, as the transistors **Q3-Q4** are triggered. Three coils **44** to **46** of actuators are for turning on the chargers **H1** and **H2,** so that two resistors **R6-R7** are provided, and the **LEDs Ra-Rb** emit light.

[0025] As each switch **7a-8a** is joined to the **CPU 90,** a user can actuate the switches **7a-8a,** and at the same time turn on the chargers **H1-H2** simultaneously. Now, this will cause the

motor **M** to be turned on, also, seeing that the transistor **Q4** is for actuating the motor **M.** Besides, the transistor **Q4** is engineered to turn on the motor **M** when the foundation of the transistors **Q3-Q4** are, thereby, connected to the output terminals of the **CPU 90.** The collector of the transistor **Q3** is connected to the hot coil of the relay **Y,** and to a collector bias source **Vcc** about the **CPU 90.** The emitter regarding the transistor **Q3** is grounded, as an end of the coils **44,** and **45** of actuators for activating the charger **H2** is connected to a lead of the collector bias source **Vcc,** the other end is thus grounded through the relay **Y** with respect to its switch **8a.**

[0026] When the transistor **Q3** is activated, the coil of the relay **Y** is hot, such that electric current flows through the coils **44-45** which turns on the charger **H2** as each switch **7a-8a** is activated via a user. The collector of the transistor **Q4** is connected to the coil of the relay **MR,** and to the collector bias source **Vcc.** The emitter of the transistor **Q3** is grounded and one lead of the coil **46** of actuator for causing the motor **M** to be turned on is coupled to the collector bias source **Vcc,** while the other leads are grounded using the relay **MR.** The **LEDs Ra-Rb** are connected via the collector bias source **Vcc,** and the other leads are grounded through the relay **MR.** Since the transistor **Q4** is turned on by a user, the coil via the relay **MR** is hot, so that electric current flows through the coil **46,** and the **LEDs Ra-Rb.** The motor **M** is now turned on, as each switch **7a-8a** is actuated by a legal user. A surface upon the switches **7a, 8a** turns on the chargers **H1-H2** shown in **FIG. 12,** as the surface is depressed via a user.

[0027] Referring to **FIGS. 2, 3** and **4,** the activating system is located beneath a hood **H** of the vehicle. The charger **H1,** and its battery **B1** fit in a battery box **B,** as the charger **H2** and its battery **B2** fit a battery box **B3.** A Polarized plug **Z** connecting the motor **M** is plugged in the **DC-AC** converter **V1.** Besides, the embodiment about the **Cordless Activating System** is so that an alternator **XX** of the vehicle is conventionally coupled about the batteries **B1-B2 (FIG. 7H).** An alternating

voltage reverses its polarity on each alternation and reverses its direction of flow on each alternation. Nonetheless, the frequency via an **AC** voltage, or current is its number of cycles per second. For example, electricity generated about public utility companies in the **United States** incorporates a frequency of **60** cycles per second **(60 Hz).** The motor **M** will cause an alternator belt and its pulley to rotate accordingly, regarding the above modification. The alternator **XX** can supply **AC** current to the batteries **B1-B2,** while the chargers **H1-H2** are charging one another. Besides, the chargers **H1-H2** are defined by the **PWM mode.** This prevents the chargers **H1-H2** from overheating when charging one another, and supplying **AC** current to a separate load, namely, the motor **M.** Now the **Cordless Activating Chargers H1-H2** perform the activation of one another, even when the motor **M** is turned off, seeing the batteries **B1, B2** are fully charged via the alternator **XX.** A user will not have to charge his/her vehicle as this is time consuming and annoying. Two skyscrapers defined by two **2.5A** activating chargers with two giant batteries, two converters having two adaptors coupling the converters to the chargers, as set forth above, and a giant generator thus, activated by a giant motor being turned on. This is accomplished, seeing the generator belt and pulley are rotated **60 cps/60 Hz,** when the motor's polarized plug is connected to either outlet via the giant convertors. Besides, the generator is coupled via the two batteries. Now, this will cause the two chargers to operate accordingly, in Generating Stations for transmitting energy through transmission lines to varies parts of a City.

[0028] A generating station is a plant, where upon electric energy is generated from some other form of energy by reason of suitable apparatus, namely, the above **Cordless Activating Charging System.** Generators are used, which supply voltages up to **22,000 volts.** Power outputs range up to **125,000 kilovolt-amperes (kva).** Armature speeds range from **10-3600 RPM.** Moreover, two mini chargers, two mini converters, and a pair of button cells, **AAA, AA, C** or **D** batteries can actuate wrist

watches, cordless phones, cell speaker phones, Laptops, CDs, many household appliances, and devices about modification.

[0029] Now referring to **FIGS. 2-3,** the **MAX796/MAX797/MAX799** Step-Down Controllers with respect to the present invention, have a Synchronous Rectifier for **"CPU Power,"** and defined by single or dual outputs in battery-powered systems. **IC1** is a buck-mode switching regulator of which controls the external switches **7a-8a,** and the synchronous rectifier. Now the rectifier diode in coupled-inductor applications must withstand high flyback voltages better than **60V** that usually rules out most Schottky rectifiers. Common silicon rectifiers such as the **1N4001** are prohibited also, since they are far too slow. This causes fast silicon rectifiers, such as the **MURS120** the only choice.

[0030] Since **IC1** comprises a charge pump for generating the positive gate-drive voltage by **7a** and **8a,** the battery-charging current develops a voltage across this **25-Mohms** resistor **(R3)** that is amplified by the op amp, and thereby presented, as positive-voltage feedback to **IC1.** This feedback thereby, enables this chip to maintain the charging current at **2.5-A.**

[0031] While charging, the circuit can also, supply current to a separate load up to this limit via current-sense transformer **T1,** and sense resistor **R1. T1** improves efficiency by lowering power dissipation in **R1.** This transformer **T1,** now, turns ratio **(1:70)** routes only **1/70** about the total battery-plus-load current via **R1,** thus creating the feedback voltage enabling **IC1** to limit the overall current however to a level compatible with the external components and the **100mV Limit.**

[0032] Buck-plus-flyback applications, are sometimes called "coupled-inductor" topologies, however need a transformer in order to generate multiple output voltages. The basic electrical design is a simple task via calculating turns ratios, and adding the power delivered to the secondary in order to, thus calculate the current-sense resistor and primary inductance. However, extremes of low input-output differentials, widely different output loading levels and high turns ratios

can thus, complicate the design due to parasitic transformer parameters, such as inter-winding capacitance, and secondary resistance. Power from the main and secondary outputs thus, is lumped together to obtain an equivalent current referred, however to the main output voltage. Set the value about the current-sense resistor at **80mV / TOTAL.**

[0033] PTOTAL = the sum regarding the output power from all outputs TOTAL = PTOTAL / V OUT = the equivalent output current referred to V OUT

$$L\ (\text{Primary}) = \frac{V\ OUT\ (V\ N(MAX) - V\ OUT)}{V\ N(MAX)\ X\ f\ X\ TOTAL\ X\ LIR}$$

$$\text{Turns Ratio } N = \frac{V\ SEC + V\ FWD}{V\ OUT(MIN) + V\ RECT + VSENSE}$$

where: V SEC is the minimum required rectified secondary-output voltage

[0034] V is the forward drop across the secondary rectifier

[0035] V out(MIN) is the minimum value of the main output voltage

[0036] V RECT is the on-state voltage drop across the synchronous-rectifier **MOSFET**

[0037] V sense is the voltage drop across the sense resistor

[0038] In positive-output **(MAX796)** applications, the transformer secondary return is often referred to the main output voltage rather than to ground in order to thereby reduce the needed turns ratio. Now in this case, the main output voltage must first be subtracted from the secondary voltage thus to obtain V SEC.

[0039] As a rule, the basic **MAX.797** single-output **3.3V** buck converter **(FIG. 10G)** is designed to accommodate a wide range of applications with inputs up to **28V.** While, each of these

circuits is rated for a continuous load current at TA= **+85C,** varies applications can withstand a continuous output short-circuit to ground. **Heavy-load** efficiency **MAX492/MAX494/MAX-495** can drive capacitive loads in excess of **1000pF,** however, under certain conditions **(FIG. 7G).** When driving capacitive loads, the greatest potential for instability, thus, occurs, when the op amp is sourcing approximately 100uA. Even, with this system, stability is maintained with up to **400pF** output capacitance. Now, if the output sources either more or less current, stability is increased. These devices perform well with a **1000pF** pure capacitive load, nonetheless, to increase stability, while driving large capacitive loads with respect to **10,000pF,** add an output isolation resistor.

[0040] Output loading and stability when driving heavy capacitive loads is another key advantage about comparable **CMOS** rail to rail op amps. Because the **MAX492/MAX494/MAX495** have excellent stability, no isolation resistor is required, only in the most demanding applications is it required. The **MAX-797** is a **BICMOS** switch-mode power-supply controller designed primarily for buck-topology regulators about battery-powered applications, where high efficiency and low quiescent supply current are critical. The **MAX797,** also, works well in other topologies such as boost, inverting and CLK due to the flexibility of its floating high-speed gate driver.

[0041] Moreover, the internal **IC PWM** Controller Blocks, and Bias Generator Blocks aren't powered, directly from the battery. Instead, a +5V linear regulator, thus, steps down the battery voltage to supply both the **IC** internal rail **(VLpin),** as well as the gate drivers. As the synchronous-switch gate driver is directly powered from +5V VL, the high-side-switch gate driver is indirectly powered from VL with respect to an external diode-capacitor boost circuit. Notwithstanding, an automatic bootstrap circuit turns off the +5V linear regulator, and powers the **IC** from its output voltage if the output is above **4.5V.** With respect to modification, chargers **H1-H2** will activate an associated system under fault conditions.

[0042] Referring to **FIGS. 5-6,** the chargers **H1-H2** have dual battery cartridges **98** to **99** for renewing battery life to the batteries **B1** and **B2.** As shown in **FIG. 7,** a light activating drive circuit **Z1** controls a gear motor **GM** that is positioned in the cartridge **98.** The circuit **Z1** is also included in the cartridge **99** for activating another gear motor **GM,** which has a gear **MG** about a shift **38,** and is actuated by a **CMOS** op amp **IC1.** Notwithstanding, the **IC1** is used as a voltage comparator, which scans the levels of two input voltages, and turns its output on, or off based on, which input voltage is more. The input of pin **2** is fixed to a reference voltage of almost half the supply voltage by **R3-R4,** when the input on pin **3** is connected to a voltage divider **R1,** and one potentiometer **R2.** The resistance about a photocell changes, as the **LED 0** emits light, the light intensity is thereby, indicatively shown by the voltage on pin **3** of **IC1.** The light level which turns on this circuit is set by **R2.** The output of pin **6** is turned on via **R5,** when the voltage about pin **3** of **IC1** is more then pin **2.** The output of **IC1** drives a transistor **Q1** so the transistor **Q1** turns the gear motor **GM** on, and off by the op amp.

[0043] As this **LED 0** starts the motor **GM,** the motor gear **MG** is rotated clockwise, such, as to rotate an Electrolyte gear **EG,** and a Sulphuric Acid gear **AG** counter clockwise. This is performed simultaneously since the gear **MG** is placed between both gears **EG,** and **AG** so that two cone shaped plugs **1M** to **2M** are rotated upward from two drain holes **59-60.** The plugs **1M** and **2M** are secured, below two helixes **41-42.** Two perforated blocks **jj, kk** have internal screw threads for receiving each helix **41-42.** The gear **EG** is secured about the helix **41,** and the gear **AG** is secured upon the helix **42.** The cartridges **98** and **99** have two tubs, namely, **EL** and **SA.** The tubs **EL** and **SA** are divided by two walls **4Z-5Z.** The wall **4Z** includes a plug **6Z** in its hole **H5,** and the wall **5Z** defines a plug **7Z,** in its hole **H7,** so that the plug **6Z** is connected to the helix **41** by a wire **W1,** and the plug **7Z** is connected to the helix **42** by a wire **W2.** As a result, when the **LED 0** turns on the motor **GM,**

as the gear **MG** is rotated clockwise, the plugs **6Z-7Z** each of which is yanked from the holes **H6-H7** by the wires **W1-W2.** As the plugs **6Z-7Z** are jerked by the wires **W1-W2,** the Sulphuric Acid, and the Electrolyte flows through the walls **4Z-5Z** such that the Electrolyte can dissolve accordingly.

[0044] The nonmetallic electric conductor Electrolyte about which current is carried on an atom, as ion, or the movement of ions occupies the tub **EL.** Besides, this atom ion carries a positive, or negative electric charge which is a result of having lost or gained one or more electrons. Electrolyte is a substance so that when dissolved in Sulphuric Acid becomes a fused ionic conductor. Thus, this Sulphuric Acid occupies the tub labeled **SA.**

[0045] Now, both floor surfaces **49-50** define an acute angle so that the Electrolyte, and the Acid can drain smoothly via the drain holes **59-60** in two six cell feeders **F6** and **X.** The six cell feeders **F6,** and **X** have six inner seals **X2-X7, S2-S7** to prevent the Electrolyte, and the Acid from thus, draining via each battery **B1-B2** before being defined as a fused ionic conductor. As the Electrolyte and Acid become a fused ionic conductor when the Electrolyte is dissolved accordingly, the six seals **X2-X7, S2-S7** will collapse and the ionic conductor will penetrate each seal. Where upon penetration, the cells **N2-N7, U2-U7** via the batteries **B1-B2** are restored, since six extended and cylindrical shaped portions beneath the feeders **F6** and **X** are shaped to conform to the contours of each cell. This generates the voltage via each battery **B1-B2** to a fully charged voltage status of the above modification.

[0046] The batteries **B1,** and **B2** each of which is defined by having a longer life. The batteries **B1** and **B2** requires less attention and care, as they can be completely discharged and left uncharged for an indefinite time period. Nevertheless, when the internal resistance via the batteries **B1-B2** each of which is defined by having very little resistance, and their life expectancies are near, the **LED 0** will emit light upon a dashboard **(FIG. 7F).** The cartridges **98-99** each of which can

extend by cutouts **3B-3C** of the chargers **H1-H2.** The lower end portions of the cartridges **98-99** will fit two cutouts **5C-6C,** thus, in two battery charging housings **H1-H2 (FIG. 1).**

[0047] As shown in **FIG. 12H,** a step-by-step flow-chart thus is provided.

[0048] Step **1,** the first and second power switches **7a** to **8a** are activated simultaneously, by a user depressing a surface which is fixed upon the two switches **7a-8a (FIG. 12),** and on the dashboard as shown in **FIG. 7F.**

[0049] Step **2,** the first and second activating chargers **H1-H2** are activated, and perform the activation of one another.

[0050] Step **3,** the chargers **H1** to **H2** supply **AC** current to a separate load about the **100mV current-limit threshold,** while activating one another, and turning on the motor **M,** when its polarized plug **Z** is connected to the first converter **V1.**

[0051] Step **4,** the vehicle is started via the motor **M** being turned on, as its belt pulley is connected to the alternator belt, when the other end of the alternator belt is connected to the pulley of the alternator **XX (FIG. 7H).**

[0052] Step **5,** the alternator **XX** is connected to the first, and second batteries **B1-B2** to keep the batteries charged, so that these chargers **H1-H2** can charge one another, supply the current to the motor **M,** and start the vehicle.

[0053] Step **6,** the motor **M** activates the alternator **XX** such that it is defined by a frequency of **60** cycles per second.

[0054] Step **7,** the **60 cps/60 Hz** generated by the alternator **XX** activate the batteries **B1-B2.**

[0055] Step **8,** the batteries **B1-B2** activate the chargers **H1** and **H2.**

[0056] Step **9,** the chargers **H1-H2** activate one another such that in Step **10,** the motor **M** is turned on until a legal user deactivates the first, and second switches **7a-8a.**

[0057] The first and second switches **7a-8a** can be activated simultaneously, and in the same manner set forth in our **U.S. Patent No.: US 6,614,920. Date of Patent: 09/02/2003.** The switches **7a-8a** will be remotely activated, as shown in **FIGS. 7F, 8F** via bona fide fingerprints about a mid door location.

[0058] While the above description contains many specifies, of which should not be construed as limitations on the scope of the invention, variations and modifications will be apparent to persons skilled in the art. E.g., the motor **M** is to include varietal speed switches having a system, whereby, to deliver a top speed of **150 mph** via a foot pedal **FP,** as shown in **FIG. 8F.** Nevertheless, all electrically operated musical instruments will be turned on, when plugged in either outlet via the converters **V1** to **V2,** and the switches **7a, 8a** each of which is activated. The present invention can be defined by cordless milling machines, drill presses, pastuerizers, outdoor lights, milk coolers, cream separators, vacuum cleaners including televisions, stereos, CD players, electric ranges, large grills, large rotisseries, power saws, lathes, washers defined by dryers, water pumps, hammer mills, refrigerators, and freezers. Now, smaller devices can be plugged in either converter **V1-V2** with respect to the cordless actuating unit. The actuating system can perform the activation of toasters, coffeemakers, food mixers, deep fryers, blenders, hand irons even air conditioners, roasters, heaters, hot water heaters, all manner of lamps, fans, stoves, and electric shavers.